

Approved For Release 2001/03/06 : CIA-RDP82-0045
CONFIDENTIAL 43
 COUNTRY Germany (Soviet Zone)
 SECURITY INFORMATION REPORT

TOPIC Improvement of Railroad Tracks and Stations

25X1A

EVALUATION

DATE OF CONT

DATE OBTAINED

REFERENCES

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ENCLOSURES (NO. & TYPE)

REMARKS

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1. In mid-July 1951 it was learned at the Designs Office of the Directorate General, Railroads, in Berlin, that the construction of a locomotive terminal is planned between Goettin and Brandenburg. The terminal, which is to be provided with five tracks, each of them approximately 800 meters long, is to guarantee a speedier handling of trains which arrive from the direction of Berlin and proceed in the direction of Rathenow, or vice versa. The locomotives required will be dispatched from the Brandenburg railroad station to the new locomotive terminal so that the construction of an engine shed will not be required. A sum of 3 million eastmarks has been allocated to this project. A date for the beginning of the work has not yet been fixed. (1)
2. Work on the construction of the Ziltendorf industrial railroad station is already under way. The construction work is executed by a nationalized construction firm by order of the **Eisenhüttenkombinat Ost**. The engineer in charge of surveying on the Grunow-Ziltendorf line stated that the course of the line will be subject to only minor changes. Construction work itself has not yet been started. (2)
3. In early July 1951, the Directorate General, Railroads, in Berlin ordered the Halle regional railroad headquarters to collect data on the construction of rerouting tracks for large railroad stations and cities. The data will be based on experiences gained during World War II. The rerouting tracks are designed to maintain railroad traffic in the event of major destructions within the cities or the railroad stations. (3)
4. An original plan representing the improvement of the Grunow railroad station was obtained at the Designs Office of the Soviet Zone Directorate General, Railroads, in Berlin. (2)
5. The Greifswald regional railroad headquarters, in a letter dated June 1951, suggested to the Directorate General, Railroads, in Berlin the construction of a rail link between the Pasewalk-Scheune and Angermuende-Scheune railroad lines. The points where this rail link was to join the two lines concerned were not mentioned in the letter. (4)

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Comments

(1) The planned locomotive terminal is on the single-track Brandenburg-Belzig railroad line which is a part of the western section of the Berlin Outer

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Freight King and has an additional importance since it serves the traffic to the Jueterbog maneuver area. It is believed that the locomotive terminal is designed to ease the traffic burden on the Brandenburg railroad station and increase traffic on the Berlin-Magdeburg trunk line.

(2) For last report on the construction of this line, [REDACTED] 25X1A
In connection with this project, it is planned to improve the Ziltendorf and Grunow railroad stations.

(3) To meet the increased vigor of allied air bombardment during World War II such plans for rerouting railroad traffic were made for almost all major cities and railroad junctions. However, only some of these plans were executed. Also, in peace time, a separation of local and long distance traffic would greatly facilitate railroad operations.

(4) Both feeder lines lead to Scheune, the northernmost border crossing point of the Soviet Zone of Germany. A rail link between the two lines, which might be constructed west of Scheune, would facilitate rail traffic across the border. Since a similar rail link has already been built between the two feeder lines leading to the Kuestrin-Kietz border crossing point, the reported construction of a rail link between the Pasewalk-Scheune and Angermuende-Scheune railroad lines appears credible.

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